



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

If government ownership of railways would mean such a radical change in the policy of the country, it is surely unwise, to say the least, to urge its adoption without carefully warning the public of the dangers which lie in the way.

It is on this point that Mr. Van Wagenen's brief for government ownership is not satisfactory. His sympathies lie wholly on the side of government ownership, and his enthusiasm for it makes him impatient of the arguments which have been advanced against it. He shows clearly enough the defects of our present system, a fact which few would be disposed to deny; and clearly enough how they could be remedied under government ownership if we can fancy the existence of the ideal conditions required; but he wholly fails to meet the difficulties of the probable situation under government ownership. More serious than the difficulty of financing the undertaking, and the difficulty of securing efficiency of operation by a rigid application of civil service rules, is the problem of adjusting government ownership to our political system. To what extent would the conflicting interests of the different sections of the country become a factor in politics, and operate to create new party lines in Congress? Could a compromise be reached and some system of rate-making be adopted which would satisfy the states whose commercial situation is weakest as well as those whose situation is strongest? We do not say that these difficulties are insuperable, but we wish to make clear that they are not trifling and cannot be lightly waved aside. Comparisons with the results produced by government ownership in foreign countries are instructive and suggestive, but in no way convincing, since the extent and complexity of our railroad system and the diversity of the commercial interests involved put the question of government ownership in the United States in a class by itself.

C. G. FENWICK.

Great Britain and the Illinois Country, 1763-1774. By CLARENCE EDWIN CARTER. (Washington: American Historical Association (Justin Winsor Prize Essay for 1908), 1910. Pp. viii, 223.)

This is a minute and painstaking study of conditions in the settlements in a part of the Northwest country from the time of the cession of Canada by the French to the English down to the passage of the Quebec Act. It is well documented and contributes some light on an

obscure portion of American history. The author has studied in many libraries and has made extensive use of manuscript sources. He really deals thoroughly with two subjects: (1) the condition of the French settlements in Southern Illinois, and (2) the plans for settlement and government in that territory and in the lands adjacent thereto. In discussing the former subject, it would have been more entertaining, had not the author confined himself so rigidly to constitutional and legal history; but had also given an account of the social and economic life of the settlements. A man, however, has a right to choose his own subject and we may not quarrel with its scope, if the author covers the ground he has marked out for his own. He treats trade conditions quite thoroughly and it would have been an easy step to have gone on to a general discussion of social and economic questions.

The British government was scarcely aware of the existence of these few settlements with their scanty hundreds of inhabitants, when the French possessions in North America passed to Great Britain, and was quite uncertain as to whether it was desirable to have the Western country settled, or left open to the Indians for the benefit of the fur trade. Dr. Carter treats with fullness the *de facto* military government of the Illinois country and the attempt made by the residents to secure a civil government. He has a valuable discussion of "Schemes for the Colonization of the Illinois Country" and prints as an appendix the full text of a noteworthy memorial of the Mississippi Company of Virginians and Marylanders to the King in 1763. There are a few typographical errors, the most important being 1766 for 1768 on line 5 of page 60. The appearance of the book is much improved over that of the first volume of these essays, but the paper seems hardly satisfactory and the title on the cover does not contain the first part of the title on the title page. A very full index even includes the books cited in the footnotes. A bibliography of fifteen pages is too long and too short. It includes many books which have scarcely been used in the study and yet it seems not a complete list of books dealing with the early history of the States formed from the Western country. The annotations are too short and are not found attached to the titles of all the books. The classification of the bibliography is not good and some of the references are too indefinite, as in the case of Turner's "Indian Trade in Wisconsin," which is merely referred to as in the "Johns Hopkins University Studies," without naming the volume. The author is too severe in his comment on "popular" works, which do not give "reference to sources."

BERNARD C. STEINER.